

**GOOD TENANTS**  
Are to be had for the advertising!

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## BIG SCANDAL IN THE NAVY

Rear Admiral Barry, Commander of the Pacific Fleet, Asks and Secures

RETIREMENT BY WIRE

Personal Charges Incubating And Likely to Be

Filed Against Him—Still an Officer of the Navy

Although Retired And May Cost Him His Position—Two Stories Told and Uncertain as Yet What Is the Rock Bottom Truth—The Admiral Denies That He Was Compelled to Resign.

By United Press Wire.  
Washington, Jan. 16.—A scandal such as official Washington has seldom known and one that has no duplicate in the history of the United States navy threatened to be exposed here today has the result of the hurried retirement of Rear Admiral E. B. Barry, commander of the Pacific fleet, following the filing of personal charges against him by his officers. The fact that Barry applied for retirement by wire and succeeded in gaining action from the secret tary of the navy and President Taft, before the arrival here of charges mailed from San Francisco, is not expected to end the affair.

When President Taft ordered Barry retired last week, nothing was known here of the circumstances of the case, further than the fact that Barry, having served forty-five years, had urgently asked for immediate retirement.

Barry is still an officer of the navy, though retired, and it is believed here that his account will be satisfied with the situation. Hints of a possible court-martial as a result of efforts of Barry's accusers to force him entirely out of the navy, were heard here today.

A court-martial or inquiry of such a nature as to bring out the details of the charges, will be opposed, if possible, on the ground that it would not be good policy for the navy, but if the circumstances seemed to demand such action, it is declared today that the department will not hesitate to compel a thorough airing of the whole affair.

One report reaching Washington today is that Barry explained to the officers of the West Virginia that a boy who had been hurt in a football game was detailed at his home and that he had inquired about how he felt. Barry is quoted as having said in sympathy for the lad, he passed his hand over his head and face several times and tapped him on the back, while some, one was watching from above and reported the incident. This, it was declared, on Barry's behalf, was the whole basis for the charges.

A very different story has reached here from officers of the West Virginia. It is said that four officers of the ship, having observed, without detection by the rear admiral, what they assert to be positive proof of their charges, openly demanded his resignation. They made a report of the affair, and placed it in his hands with a request that he forward it to Washington. Instead, it is said that he destroyed the document and at once applied by telegraph for retirement. The officers then sent a duplicate of the report to the navy department at Washington.

In the meantime, Barry succeeded in gaining his retirement, and Rear Admiral Chauncey M. Thomas hastily summoned from shore leave at Santa Barbara, California, was ordered to take charge of the fleet today. The West Virginia has been at sea for a two day's cruise being expected in San Francisco harbor today, when Barry will leave the ship and be succeeded by Thomas.

San Francisco, Jan. 16.—Although Rear Admiral Chauncey M. Thomas, commanding the second squadron of the Pacific fleet, today conferred with District Attorney Pickert, following the sudden request of Rear Admiral Edward Barry, whom Thomas succeeded, for retirement, neither Thomas nor Pickert would discuss the cause. Pickert admitted, however, that his office was "investigating the stories regarding Admiral Barry." He added that he was not yet prepared to say what action, if any, he would take.

A statement today regarding his retirement: "It is not true that I was forced to retire. My reasons for doing so are partly public and partly private. I am a man who is triumphantly vindicated under such circumstances as is much more than I deserve. By requesting immediate retirement I believe I can save the navy from a scandal."

Advance in Diamonds.  
New York, Jan. 16.—Owing to the increased use of small diamonds in the lace-like designs that are now popular in jewelry, the diamond monopoly, made up of the De Beers, the Premier and the German Regie companies, have entered into an agreement curtailing the output of small diamonds. As a result, the Lane jewelers are today expecting an early advance in the price of the smaller stones.

## GENERAL CUE CUTTING TO TAKE PLACE AMONG CHINESE



WU TING FANG

Shanghai, Jan. 16.—On January 20 China is to witness the greatest hair cutting contest of the age. One hundred and forty-five prominent Chinese men are going to have their cues removed. Wu Ting Fang is going to lead the party and have his long cherished locks removed. When Chinese minister to the United States, Wu Ting Fang said he thought the day was not far off when Chinamen would lose their cues. It is expected that there will be some trouble among the poorer classes when they are asked to have their cues cut off. So far it is not an official order, but officials would not be surprised to see such an order issued before long.

## MRS. KLEIN FIGURES MUCH

In the Schenk Case And Her Work Occasions a Dispute Between Attorneys.

DEFENSE DENOUNCES HER

As a Spy, a Liar and Any Old Thing Which is Bad

But She Laughs at Mr. Boyce and Doesn't Seem

To be Moved by His Harsh and Spirited Excoriations—Jury Excused While Attorneys Argue to the Court The Proposition Whether Mrs. Klein is to be Treated Considerately or Otherwise—Witness Relates Troubles of Her Own.

By United Press Wire.  
Wheeling, W. Va., Jan. 16.—The Schenk poisoning trial went into its second week today with "Mrs. Klein," the detective nurse, on the stand, to complete her story, begun Saturday, of how she drew from the prisoner the details of the alleged poison plot against the millionaire packer, John O. Schenk.

Mrs. Klein, or Miss Elvora Zoosker, wore a stunning tailored suit of a dark material. The heavy brown veil had been exchanged for a blue, which the nurse threw back from her face as soon as she became seated in the witness box. She looked once at Mr. Schenk, who returned an unsmiling glance. Mrs. Klein told of going to the Schenk home from the hospital for a pillow. Mrs. Schenk and the two children were alone. Witness said Mrs. Schenk declared she had the Schenk money "well salted." For the three days prior to her arrest, Mrs. Schenk the witness said, was decidedly evasive. She avoided meeting the detective on every occasion. Once she requested the detective and Miss Evans, the regular nurse, to leave her alone with her husband. "We heard high words behind the door," witness said. "Mrs. Schenk left shortly after and the patient was much worse."

Witness said the instructions were never to leave the prisoner alone with Schenk. "We observed this, except when it threatened an open breach with Mrs. Schenk. We didn't want that," witness said.

The nurse said on another occasion Mrs. Schenk said: "Dr. Mupp says John is liable to drop dead any moment. I have determined to stick it out and be as happy as I can." The night of Mrs. Schenk's arrest Mrs. Klein was alone with the prisoner in Prosecutor Handlan's library. The detective pretended great disappointment. "My God, Mrs. Schenk, what have

## WHAT CLEWS THINKS ABOUT

Money, Stocks, Bonds And Business Generally During Recent Weeks.

SPECULATION VERY DULL

For the Lambs Have Been Shorn So Often They

Dread the Shears—Bogie Men of Wall Street Are

The Oil and Tobacco Cases And Railway Rates—Main Trouble Is the High Price of Steel And Iron and The Hiding up of Prices by Combination—Natural Law of Trade Needs to Operate to Start Brisk Business.

By United Press Wire.  
New York, Jan. 16.—The stock market is working between two conflicting conditions, viz., a strong technical situation, but a somewhat unsettled outlook as to natural conditions. The strength of the situation lies in the fact that securities are in strong hands, that weak accounts have been eliminated, that speculation is within very moderate proportions, that prices of stocks and bonds are considerably below the high level and that they yield much better returns to the investor than formerly. Another important factor in the stock market is the expected ease in money for some time to come, arising from the return of funds from the interior and from a lessened demand for business purposes. It must also be taken into consideration that the big banking interests of the country are enlisted on the side of higher prices. Their function is to finance the great transportation and industrial organizations of the country; and it so happens that our railroads are in pressing need of large supplies of new capital. This means that many millions of new securities will have to be placed during the current year; hence one of the strongest reasons for keeping the stock market in a condition ready for the absorption of these forthcoming issues.

Such are some of the facts which explain the present resistance of the market to unsettling influences. On the other side of the account there is an unsatisfactory bank situation in certain portions of the country, resulting from the enormous expansion of loans and the latter's continued excess over deposits. It should be said that there is some improvement in the matter of loans owing to the recent conservative attitude of western bankers; but there is still a considerable strain in certain portions of the interior, arising from excessive land speculation, irrigation schemes and the increased borrowings of farmers for buying cattle and carrying crops. The western situation as a whole is unquestionably improving, albeit there are still points of weakness which will probably have to be eliminated. The local bank failures, being confined to weak and unimportant concerns, were without particular significance and had little effect upon the New York market.

The most serious interference with the activity on the stock exchange is the uncertainty attending the oil and tobacco cases and the railroad rate question. No general resumption of activity can be expected until these important problems have been finally adjusted. If the decisions prove unfavorable the market may not show any serious reaction, for in each case the parties concerned are undoubtedly prepared to adjust themselves as far as possible to the worst. In any event it is recognized that the oil and tobacco distribution and consumption, production, and tobacco will go on practically as before; changes in organization not being likely to cause any cessation of demand or any serious diminution of profits. There is, moreover, some belief that the railroads will secure moderate concessions in certain instances. No doubt the oil and tobacco cases are as strong as possible; for they have entered a period of business reaction, facing heavy increases in operating expenses, and imperative demands for increased facilities. The rate question is a complicated one, because in some sections of the country rates are unquestionably exorbitantly high, while in others they are much better and some roads are under existing conditions to keep up under existing conditions than others. The load comes heavily upon such companies as are heavily laboring under the excessive fixed charges imposed by the unscrupulous financing of previous generations. Dealing justice to the railroads is a problem that calls for the highest order of talent; and it should not be forgotten that if \$100,000,000 or more are to be taken from shippers to be compensated to the government to ask, what will be the effect of such an increase upon shippers and consumers, who finally pay the bill.

The investment demand for stock has thus far been moderate and confined chiefly to individual buyers. Savings banks, trust companies, insurance companies and other institutions are at present only moderate purchasers of investments, but a liberal encouragement in conditions would be apt soon to bring them into the market. There has been an ex-

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## FOOTLIGHTS AGAIN ALL COPPER KING'S WIFE



Mrs. F. Augustus Heinze

New York, Jan. 16.—Mrs. F. Augustus Heinze is going to resume the stage. A few months ago Mrs. Heinze had a strenuous time of late in the courts, it was thought his married life had been happy. Mrs. Heinze declares there is no friction, but that she can not resist the call of the footlights.

## THREE NEGROES LYNCHED AT

Shelbyville, Kentucky Yesterday by a Masked Mob. No Rioting But Mob well Organized.

By United Press Wire.  
Shelbyville, Ky., Jan. 16.—Sheriff Ben Perkins and Coroner Bullock, of Shelby county, today, commenced an investigation of the lynching of three negro prisoners by a masked mob which early yesterday stormed the jail and took the three men out.

Sheriff Perkins declared today there was little chance of identifying any of the members of the mob, but that he would conduct as thorough an investigation as was in his power.

Eugene Marshall, negro charged with the murder of a white man in 1904 and who was in jail awaiting the disposal of a motion for a new trial, was hanged at the end of a twelve-foot rope to the Chesapeake & Ohio bridge.

Wade Patterson, negro charged with attacking two white women was shot to death and his body thrown into Clay creek.

James West, the third negro taken from the jail by the mob, has not been found. Sheriff Perkins stated today he believed West's body would be found in Clay creek as it is known the negro was bound hand and foot by the mob before he was dragged from his cell.

The mob was well organized and its work was characterized by the total absence of rioting. The work was done more with grim silence and determination than in a spirit of bravado which generally marks such heavily armed, in addition to being equipped with sledge hammers and picks with which the jail doors were forced.

The mob was organized quietly and disbanded as quietly. The body of Marshall suspended from the bridge and the battered doors of the jail being the only evidence of the work of the mob at daylight.

The jail door was battered down with sledge hammers and picks when Night Jailor Hornbeck slammed the door in the face of the mob members and threw the keys to Jailor Thompson, who then hid in a closet in a remote part of the jail. No shots were fired during the assault on the jail.

There were seventeen prisoners in the jail but only the three negroes were molested. Before attacking the jail the mob visited the electric light power-house and at the point of a pistol forced Night Engineer John Suter to stop his engines and shut off the current. All telephone wires to the jail were cut.

Two policemen who attempted to interfere with the mob were forced at the point of pistols to another part of town.

While Shelbyville is quiet today, negroes are leaving town on every train, fearful of further trouble. County Judge Gilbert condemns the triple lynching, declaring that there was reasonable doubt as to the guilt of the Patterson and West negroes. Night Jailor Hornbeck declares he

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## MANNER OF STORING COAL

On Uncle Sam's Battleships To Be Investigated On

ACCOUNT OF RECENT EXPLOSION

Government Monopoly of Production in Honduras

Realizes Large Profits—Bad Roads Make Transportation

Exceedingly Slow in that Country of Panama Hats—Isthmus Canal Promoters Keep a Stiff Upper Lip on Completion of Work at an Early Date Regardless of Slides—Military Matters.

By United Press Wire.  
Washington, Jan. 16.—Investigation of the manner of storing coal on United States battleships is expected in the near future by officers of the Navy. The immediate cause for such an inquiry is found in the fact that within two weeks, explosions recently occurred in the coal bunkers of two battleships, causing the death of a man in each instance. They were on the North Dakota and on the Michigan. Coal passer Evans, of the North Dakota died after lingering nearly two weeks from the time of his being burned. Benjamin McCleary, coal passer on the Michigan, died within two days after the accident. Both men were injured while the fleet was in the English channel. Though such explosions are not unknown in the Navy, officers are frequently alarmed at what seems to be an increase in their frequency.

According to the report of the Board of Inquiry on the North Dakota, coal dust was responsible for the explosion on that battleship. Evans declared that he crawled into the bunker to take a nap. Needing a light, he scratched a match, and the explosion followed, severely burning him. The board reported that there was no trace of gas in the bunker. No detailed report on the Michigan explosion has yet been received, but the circumstances, so far as known, were similar.

Lack of ventilation naval officers say, is the dangerous factor in battleship coal bunkers. On most the ships, if the traps are opened and kept open to admit air, water also gets in. It is well known that water in small quantities, with large amounts of soft coal, will induce spontaneous combustion. The difficulty of the problem is increased by the fact that there is little choice in placing the bunkers, all must open into the fire room.

Many officers are convinced that these recent explosions offer a strong argument for the adoption of oil burners. The danger from coal, they say, is too great to be longer tolerated.

A monopoly of the manufacture of rum in Honduras is held by the Government and the business is conducted on the basis of a very liberal profit, according to a report from Consul Haeblerle who attends to the interests of the United States in the Republic. The government contracts with distillers in various parts of the country for supplies of rum. One of these informed Haeblerle that it cost three cents to produce a bottle containing 18 ounces. It is sold to the Government for seven cents by the latter distributed among the ultimate consumers at 60 cents a bottle. The rum is called guano and is made from sugar cane.

As to the need of roads Haeblerle says: "One of the enterprising merchants of Tegucigalpa said that he is at present transporting machinery to his farm, 20 miles east of the city. During the past week the oxen and mules had to stop and fix the road three times."

"To transport heavy machinery to the San Juanito mine from the coast requires from two to two and a half months, sometimes seven weeks from Tegucigalpa to the mine, a distance of 21 miles. For 12 out of three of these 21 miles the block and tackle must be used, and it takes from 20 to 50 oxen to move a piece of machinery weighing over 6 tons."

Haeblerle also makes some observation on the Panama hat industry to this effect: "About 15,000 of these hats are made annually by women of Santa Barbara. The palm leaf, from which they are made, is called 'juncos'. The most tender leaves are selected and are dried to sulphur smoke, moisture, and the rays of the sun. The price is about 15 cents gold for two dozen leaves, the amount needed for one hat. It takes about two weeks to make an ordinary hat and one month to make a fine one."

"A round block, called 'horma', is used as a form for making the crown. After this part is finished a table is used, provided with one or more holes, into which the crown is dropped and the rim woven on the top of the table. These hats are sold from \$1.20 to \$14 according to their quality. They are made during the wet season, as the straw breaks during the dry. Even in the wet season a damp cloth is constantly used to moisten the straw while weaving. When they are finished, they are placed in a large box and again subjected to sul-

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## EARL CADOGAN, AT SEVENTY, MARRIES HIS COUSIN



LORD CADOGAN

London, Jan. 16.—Surprise has been caused in London by the marriage of Earl Cadogan, ex-lord lieutenant of Ireland and ex-lord privy seal, to his cousin, the Countess Palagi, at Florence.

Earl Cadogan is one of the wealthiest of London's titled landlords and a great entertainer of royalty. Three heirs to the title have died in his lifetime. He is seventy years old.

Lord Cadogan's first wife, a daughter of the second Earl of Craven, died in 1907. She was a leader of English society, and the Cadogan regime at Dublin castle was one of the most brilliant on record.

## SAFEGUARDING R. R. OPERATIONS

Means Great Increase of Net Earnings to the Big Railways of the Country.

NEED OF AUTOMATIC SIGNALS

Generally Recognized And The Human Element Needs

To be Eliminated—Enterprising Cities Still Bidding

For Stove Factories, Paper Mills, Etc.

But Passing up Airship Works, Great Headway Reported Being Made Against the White Slave Traffic And Soon the Annual Meeting Will be Held at Chicago With Reports of Accomplishments.

By United Press Wire.  
Chicago, Jan. 16.—Safeguarding the public in train operations means great increase of net earnings for the railroads of the country, according to a bulletin of the League for Public Safety. "The aggregate wreck waste of the steam roads amounts to over 30 per cent of the total expense of operation," says the bulletin. According to figures of the Interstate Commerce commission reports the roads which have done the most to safeguard their lines, are the ones with the lowest rate of wreck losses. One which has 37 per cent of its mileage signalled in 1908 had wreck losses of \$13,721,000, while another with 54 per cent equipped had losses of \$7,200,000. Total mileage being about the same. Taken as a whole, however, the American railroads have as yet expended little money in block signal equipment. Out of the total of 230,000 miles of main lines only 17,365 have automatic block signals and only \$1,965 the manual block equipment. This leaves over 150,000 miles or 65 per cent yet to be protected. However, expense of installation would be many times soon repaid, in the reduction of wreck waste. In one case the cost of installation and upkeep was repaid in the first year by the reduction of wreck losses. However it is hoped that the block system and train control board of the Interstate commerce commission soon can report the discovery of practical equipment it is seeking to improve on visual signals and conductor running toward danger, whether automatic or visual, and to stop trains running toward danger by some simple automatic means.

"Human fallibility must be eliminated," says the secretary of the state railway commission in writing to the league. "As long as the people are dependent upon the human factor in the operation of trains, just so long will there be serious accidents resulting in death and injury. A recent case of this kind occurred in this state, in which two men, both motormen and conductor within eighteen minutes after having received positive orders to meet a train at a certain station, willfully or willingly, disobeyed."

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## HUMANITARIAN CRY FOR PEACE

Nations Preparing Great Leviathans of the Deep For War.

GREAT BRITAIN LEADS

Eleven Monstrous Dreadnoughts to be Launched

By United Kingdom—Germany a Good Second With

Seven, Russia and U. S. Four Each and Ten Others—Seventy Battleships And Cruisers Costing \$700,000,000 And With a Tonnage of 1,500,000, Tons Are Now Under Construction Throughout the World—Talk For Peace; Work For War.

By United Press Wire.  
London, Jan. 16.—While the press of the world is shouting for peace and Senator Root and his colleagues are working out a plan to spend Andrew Carnegie's \$10,000,000 peace fund, figures obtained from the British naval authorities today show that 1911 will break all records for battleship launches and naval activity. These figures show that every nine days, from February 1 to December 31, a new Dreadnaught will take the water in some part of the globe. In other words, thirty-six Dreadnaughts will be launched this year, or only twice as many as the total number already afloat as the result of five years' building.

In addition to this innumerable small cruisers, torpedo boats, destroyers, submarines, etc., will be launched by all the big powers. Great Britain alone will send sixty-one of such smaller war craft into the water.

Of the Dreadnaughts, Great Britain easily leads the list with eleven to be launched this year. February 1, the 32,500-ton Thunder will leave the slips at Blackwall, and from then on there will be a regular succession of big splashes.

Germany comes second in naval activity and will launch seven Dreadnaughts during the year. The United States will launch three, in addition to the Arkansas, which slipped down the ways Saturday. Russia four; France two; Argentina two; Chile two; Japan two, and Italy, Austria, Brazil and Spain one each.

Altogether, it is stated, seventy Dreadnaughts and cruisers with a tonnage of over 1,500,000 and valued at more than \$700,000,000 are now under construction throughout the world. Great Britain has 250,000 tons on the builders' stocks and a tonnage of 128,000 launched and nearing completion. Germany has 150,000 tonnage building, and 125,000 fitting out. France is building 40,000 tons and fitting out 110,000 and the United States is building 80,000 tons and fitting out 70,000 tons.

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## FEDERAL FOOD INSPECTORS

Seizing Cold Storage Eggs In New Jersey Caused The Chicago Landslide in Prices.

By United Press Wire.  
Chicago, Jan. 16.—The recent action of the Federal inspectors in New Jersey in seizing and dumping into the North river an immense amount of "cold storage eggs" on the grounds that they were unfit for consumption, has today for the first time caused the unprecedented drop here and in other big centers in the price of butter, eggs and poultry.

United States District Attorney Sims, it is understood, has requested the federal food inspectors in Chicago to make a thorough investigation into all cold storage eggs, chickens and butter placed in interstate commerce, under government seizure, in various parts of the country are said to be contemplated.

As a result of this federal activity, the "food trust" is said to be in a panic, and is throwing upon the market at least \$5,000,000 worth of eggs, butter and poultry that has been in cold storage here. This flooding of the market is said to have caused the rapid declines in prices noted within the past few days. It is pointed out that while strictly fresh eggs remain firm at fifty cents a dozen, cold storage eggs have dropped to twenty-nine cents a dozen. This, it is said, shows that there is no greater production of fresh eggs, but a greater sale of cold storage products.

The government crusade against such "embalmed food" resulted in the recent New Jersey seizure and frightened the food trust into dumping the contents of a monster cold storage plants upon the market.

Postmaster Pleads Guilty.  
Pittsburg, Pa., Jan. 16.—John Rotha, postmaster at Robbins Station, was arrested in a Pittsburg saloon today by Postoffice Inspector H. H. Williams, charged with the embezzlement of over \$2,000 of money order funds from the postoffice of which he was in charge. Rotha entered a plea of guilty later and in default of bail was committed to jail.